

A FIRST-CLASS WINE AT
A THIRD-CLASS PRICE.
DE LOSSY HOLDEN
VINTAGE 1892.
Per Case Quarts \$42
Per Case Pints 45
No Better Wine on the Market.
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,562 號二十陸年五千四萬一第一日亥廿月十年十三緒光 HONGKONG, TUESDAY, DECEMBER 6TH, 1904. 香港 號陸月十一年四百九十一英港香 PRICE, \$3 PER MONTH.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

DOURO PORT,
\$15.00 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,
\$20 PER DOZ.

LA TORRE SHERRY,
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—
D.O.M.,
\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNQUALLED AT THE PRICE

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,
\$11.00 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG.

E. C. WILKS & CO..

CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS

MARINE AND ELECTRICAL CONTRACTORS.

SHIP-DESIGNING AND CONSTRUCTION.

ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES,

POWER INSTALLATIONS, &c.

MACHINERY AND ELECTRICAL REPAIR WORK, &c.

Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING and ELECTRICAL MACHINERY.

Agents for H. W. JOHN'S ASBESTOS GOODS.

Cable Address "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

[a153]

Hongkong, 24th August, 1904.

HOTELS.

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

H. HAYNES

Manager.

PEAK HOTEL.

Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.

A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUDDELL STREET.

[a154]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electric Lighted. Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hote at separate tables.

For Terms, &c., apply to the MANAGER.
Hongkong, 10th June 1903. [a1802]

CONNAUGHT HOTEL

A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and Loftily Rooms. Elegantly Furnished.
Hydraulic Elevator, hot and cold water throughout.

Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the MANAGER.

Hongkong, 31st October, 1902. [a149]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA)
MACAO

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (a.s. *Hengshantai*) daily to and from Hongkong, and two steamers to and from Canton give easy communication with both these centres.

Cable Address—"Boavista".

For Terms, apply to THE MANAGER.

Hongkong, 31st October, 1902. [a149]

MACAO

AND

CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to Hongkong, will be found interesting and enjoyable.

WM. FARMER,
Proprietor.

[a273]

SIENTING.

SURGEON DENTIST.
No. 10, DAGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [a2227]

CUTLER, PALMER & CO.
& CO.'

NET

INTIMATION

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

THE FINE
MELLOW
FLAVOUR
OF OUR CELEBRATED

BLEND

VERY OLD LIQUEUR

SCOTCH
WHISKY.IS ATTAINED ONLY BY
GREAT AGE, BEING THOROUGHLY
MATURED AND SUPERIOR QUALITY
UNIFORMLY MAINTAINED.

PRICE \$16.50 PER DOZEN.

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

MARRIAGE.
On 10th October, at the Catholic Church, Tenby,
South Wales, by Rev. Father Moore, Thomas
ALEXANDER, youngest son of the late NICHOLAS
NOLAN, of Hongkong, to AMY MARJORIE, daughter
of the late WILLIAM GEORGE GREENISH, of Tenby.

[31]

The Daily Press.

HONGKONG OFFICE: 14, DESVaux ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, DECEMBER 6TH, 1904.

THE Anglo-Russian "situation" is still serious. Few people believe that the agreement for an international enquiry has restored the *status quo*. Indeed, there is every possibility that the tension may be found greater than before, when the finding of the International Tribunal comes to be given. The constitution of that tribunal is not regarded as altogether favourable to our conception of the rights of neutrals. Suppose the convention should decide that the circumstances warranted the extraordinary action taken by the Russian officers in the North Sea, would not the hands of our Government be in danger of being forced by an indignant people? We do not, of course, anticipate such a finding, but it is one that is possible. Is there any greater likelihood of our people being satisfied if the expected verdict is given? It must be remembered that, after a verdict even of "guilty," the functions of the international jury are done. The sentence rests with the judge, and that judge, being Russia herself, is not likely to satisfy the claims of remorseless justice. There is still the strong feeling that no adequate reparation will be made except at the instance of the injured nation itself. The *Pall Mall Gazette*, when it deprecated the vindication of British rights and British honour by any hands other than British, was echoing the well-known sentiment long ago expressed by BURNS:

"Be Britain still Britain true,
Among ourselves united;
But never but by British hands
Man British wrongs be righted.
The kettle o' the Kirk and State
Perhaps a clout may fail in';
But deil a foreign hinkler loon
Shall ever ca' a nail in."

That all sorts of excuses have been and will be made, with a view to proving extenuatory circumstances for the recent Russian crime, is already apparent. One of the most extraordinary is that afforded by the narrative of Captain B. Foster, the Dover pilot in charge of the Hamburg-American liner *Phœnixia*. He states that

his passengers saw what they thought to be several large jets of steam rising from the water. Nearer view showed them to be the geysering of a school of large whales. Of this material, the following plausible excuse is manufactured:

"Now, no Russian seaman, even if he had been boasting the Tsar in the most fiery of volks, or the newest of rum, is likely to mistake for a torpedo-boat a grimy, squat trawler with flaring white letters painted on her bow. But suppose the white glare of the searchlight happened to fall upon the half-submerged back of a mammoth whale, such as the monster referred to in Captain FOSTER's report. Such a "fish" moving rapidly through the water on the outskirts of the trawler fleet might very easily be mistaken for a torpedo-boat by an officer whose nerves were "on the jump." Had a Japanese torpedo-boat been in the vicinity on the fateful night she would certainly have shown no lights, and a huge whale, dark in colour, showing only the curves of its big back, and moving at a high speed through the water, might easily have been mistaken for such a craft by those on the Russian man-of-war. And if the searchlight flung its beam just at the moment when the creature "spouted," the resemblance would be considerably enhanced. But, it may be asked, would not such a visitor have been apparent to the men on the trawlers? The most reasonable answer to this query is that any passing whale would not have been seen in the dark, unless it came quite close up to the little vessels, and, that when the Russians disclosed their presence by flinging the searchlight on the fleet, the trawler-men had no thought but to watch the operations of the passing warships. Once the bombardment began, it is hardly likely that they would have given eyes for passing whales, even if such creatures did not instantly dive below the water. The presence of whales off the Dogger Bank is quite understandable, for the whale is a wandering beast, and knows as well as the fishermen where food is obtainable."

Against this somewhat thin theory of the antecedents of a disgraceful affair must be set the more believable one that the Russians were drunk. It is no longer mere theory. A correspondent of the *Manchester Guardian* says:

"A Russian merchant has translated to me a letter which he has just received from his son, who is a sub-lieutenant on one of the ships of the Baltic Fleet. After various references to the extreme difficulty of getting a letter posted without scrutiny, the young officer affirms that the great majority of the crews—officers and men alike—were intoxicated, and gives this as the reason for the Fleet being so far out of its proper course down the North Sea.

"We knew we were out of our course, and had fears that we should run aground somewhere. An alarm was given that the Admiral's flagship had done so, and in the confusion which followed three of the vessels of the rear squadron collided. In the midst of this confusion we came across what we believed to be a flotilla of torpedo-boats, and as we had instructions to fire upon any suspicious craft we quickly trained our guns and sank several."

"Here, at Cherbourg (where the letter from which I quote was posted) they tell us that the vessels we fired upon were British fishing vessels. That may be, as the confusion in our Fleet was so great. We certainly got nothing in return; but later on in the night there was a rapid exchange of shots between our vessel and another, and it was only when we recognised from a small shell which came aboard, but did not explode, that the ammunition was Russian, that we saw a mistake had been made, and that we had been firing upon one another. We had several men wounded. Can you imagine a more unfortunate affair? But it is not surprising. Everyone, from the Admiral downwards, seems so demoralised, and without heart or hope."

There is also the theory that a Russian party was desirous to provoke a war with Great Britain to afford excuse for patching up a peace with Japan. Concerning this idea, the Japanese point of view is apt to be overlooked. The *Times* publishes a letter signed K. S. YAMATSU, which protests against the suggestion that Japan would be willing to agree to a peace, however favourable to herself, at the cost of exposing her ally to unfettered Russian aggression. Amid all the discussion, one point seems clear, that the danger is not over, and the letter with which we conclude is typical of a fairly general desire to put the issue to a settlement that will be, as much as possible, final and decisive. It was written by Lt.-Col. H. W. L. HINE to the *Globe*, and is well worth republication.

"When the late Admiral Sir Charles Napier was a midshipman he was sent in a boat one very dark night to fasten an inferior machine on a French warship. After wandering about for a little time he reached a ship and proceeded to attach to it his machine. While doing so there was heard from above the unmistakable voice of his own First Lieutenant, saying in suppressed tones:—Napier d—n you, haven't you started yet?" The Russians, we are now told, attempted similarly to torpedo one another on the Dogger Bank. Russia, in fact, is acting the part of L'Avare who told the police, when they asked him whom he suspected of stealing his treasure, that he suspected everybody, even himself. We have by no means got clear off the Dogger Bank yet, and the advice of Machiavelli (*his Prince*) suits our case to the letter:—"One ought never to allow a disorder to take place in order to avoid war, for war is not thereby avoided, but only deferred to your disadvantage."

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On page 5 will be found the minutes of the meeting of the Hongkong Chamber of Commerce, held on Tuesday, 8th November.

M. Takahira, the Japanese Minister to the United States, who underwent an operation for appendicitis, was reported to be recovering.

The *Fearless*, cruiser, Com. P. Vaughan Lewis, D.S.O., is ordered to return to England from the China Station as soon as convenient to pay off.

Mr. A. G. Hales, war correspondent, has finished a novel of Japanese life, which Messrs Hutchinson are publishing under the title of "Little Blue Pigeon." It is illustrated with photographs.

Cav. R. Pescio is appointed by the Italian Government as its Commercial Delegate in Hongkong, and is prepared to answer inquiries with regard to Italian produce. His address is c/o Messrs Gregor & Co.

Return of visitors to the City Hall Library and Museum for the week ending the 4th December, 1904, were 1767 non-Chinese and 83 Chinese to the former, and 49 non-Chinese and 1,167 Chinese to the latter institution.

Willie Ford, the "Australian Little Tich," and company, arrived by the ss. *Tientsin* from Bangkok. The Bangkok papers praise the humorous and variety entertainment that was given there. The company is going to play here.

An "Imperial Press Bureau" is to be opened in St. Petersburg on January 14 next. According to the *Juridical Gazette*, the new bureau will be organised under the direction of a special director belonging to the Censorship of the Press, "in order to make foreign telegrams harmonise with the national interests of Russia."

The weekly return of communicable diseases gives three fatal (Chinese) cases of enteric fever. Outside the city limits there was a European case of smallpox, imported from Yangtsze, and a European case of enteric, also imported.

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The usual New Year's Day Tai Kok Sports will not be held this year.

Mr. R. Ridder, the chief engineer of the s.s. *Anpho*, died at Saigon on the 1st inst. He was 65 years of age, a native of Forfarshire.

H.M.S. *Leriotan* left for the Mediterranean Station, to relieve the *Bacchante* and take up the position of second flagship, yesterday afternoon.

An extraordinary general meeting of the shareholders in the Green Island Cement Co. will be held on the morning of the 14th inst. at eleven o'clock for the purpose of submitting for confirmation the recently passed resolutions as to increasing the capital of the Company.

P.C. Williams is at Government Civil Hospital, but progressing favourably, suffering from injuries sustained by a collision with an electric tram. He was riding a bicycle at the time, and his wheel must have skidded. The car knocked him down and he was caught by the life guard. He was cut and bruised.

THE DUKE OF ABRUZZI.

His Royal Highness the Duke of Abruzzi landed at eleven o'clock yesterday morning and paid an official call on His Excellency Sir Matthew Nathan, the Commander-in-Chief, and the Admiral. He was accompanied by Chev. Z. Volpielli, Consul-General for Italy, and received at the Jetty by Chev. R. Pescio, Commercial Delegate to the Italian Government.

ALLEGED THEFT OF \$25,000.

R. D. Vania, a Parsee residing at No. 16, Gage Street, at the Magistracy yesterday afternoon applied for a summons against another Parsee, on a charge of unlawfully stealing, in the year 1900, the sum of \$25,000, being the proceeds of a sale of two houses on Lot 59, on the Shameen at Canton.

Mr. Gompertz said that under the circumstances, the charge being a very grave one, he would require more than a verbal application. He asked how long the man had been in the Colony.

Complainant said that the man he charged had been in the Colony five years, while he himself had been in the Colony fifteen years.

Mr. Gompertz repeated that he required an application in writing and recommended the complainant to see Mr. Hallifax.

VICTORIA REGATTA.

FINAL ARRANGEMENTS.

Thursday and Friday (the 8th and 9th inst.) respectively) being Regatta Holidays, the exchange banks will be closed to the transaction of business at one o'clock in the afternoon. The V.E.C. Committee invite the ladies of Hongkong to be present on board the flagships *Kwongtung* and *Kwongchow* at 1.30 p.m. or later on the above mentioned dates. The Ladies' Prize will be presented by Miss Barnes Lawrence immediately after the race on Saturday, the 10th inst., at 4 p.m. Through the courtesy of Mr. Dixon, the Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., a launch will leave Blake Pier on Thursdays and Friday, at 1 p.m. and on Saturday, at 12.30 p.m. to convey visitors on board the flagships *Kwongtung* and *Kwongchow* at 1.30 p.m. or later on the above mentioned dates. The Ladies' Prize will be presented by Miss Barnes Lawrence immediately after the race on Saturday, the 10th inst., at 4 p.m. Through the courtesy of Mr. Dixon, the Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., a launch will leave Blake Pier on Thursdays and Friday, at 1 p.m. and on Saturday, at 12.30 p.m. to convey visitors on board the flagships *Kwongtung* and *Kwongchow* at 1.30 p.m. or later on the above mentioned dates. The Ladies' Prize will be presented by Miss Barnes Lawrence immediately after the race on Saturday, the 10th inst., at 4 p.m. Through the courtesy of Mr. Dixon, the Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., a launch will leave Blake Pier each day at 12.30 p.m. sharp to convey rowing members to the flagships.

LOCAL EXPERIMENT WITH LIQUID FUEL.

A demonstration of the practicability of liquid fuel was yesterday given on board the ss. *Goldmouth*, in Hongkong Harbour. Invitation had been issued from Capt. Starkey through Messrs. Arnhold, Karberg and Co. Included among the visitors were Messrs. E. Goetz, C. A. H. Westenburger, E. Arndt, F. F. Bovet (Arnhold, Karberg and Co.), A. Forbes (Bradley and Co.), Krasny (Asiatic Petroleum Co.), Capt. Cocke (Imperial Customs), E. A. Hewett (P. & O.), Newman Minford (Lloyd's Surveyor), F. Miller (Bradley and Co.), O. Struckmeyer (Siemens and Co.), P. E. Hermann (Gaupp and Co.), F. Nicolai (Hamburg-America Line), Captain Engineer Hurst, Captain Blake (Royal Naval), Captain Montague, E.D.E., J. W. Bolles (Standard Oil Co.), J. L. Houston (Naval Yard), W. S. Bailey (Bailey and Co.), Souchou, Girstenbraeu (Hamburg-Amerika Line), Captain Lieut. Von Egidy, Engineer Lemke, Engineer Boosel and Staff Paymaster Lehmann (*Fuerst Bismarck*).

Anchor was weighed and the vessel proceeded

on a trip with Mr. J. McIlroy, pilot, on the bridge.

The run was to near Kellet Bank, east

of Lamqua Island, Capo D'Aguilar, south of

"Boekhans" Rocks, and home by way of the Lyemoon Pass.

The fuel was smokeless; no stokers;

the furnaces were easy to feed by means

of taps (it is sprayed into the furnace by

means of a steam pipe); the fuel is easy

to take on board; no dirt; pumps act

as an equivalent of trimmers; six fire-

men instead of about nineteen, which

number would be required in a coal steamer of

the same size; 35 tons of liquid fuel per day is used by the *Goldmouth* as against 45 tons of

coal by the *Goldmouth*.

The *Goldmouth*, which is operated by the Shell Transport Co., has a cargo carrying

capacity of 7,448 tons.

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ROYAL HONGKONG YACHT CLUB.

FOURTH CLUB RACE.—4TH DECEMBER.

The day opened bright and clear, with a cool easterly wind blowing up the harbour, which freshened considerably with the flood tide. The race commenced at dead low water, so that there was a beat down to the Lyman Beacon from the Police Pier, and again from the Cust Rock; considerable judgment was therefore necessary in choosing the best course. Some boats went for the slack water on the Quarry Bay side, and some went for the free puffs coming off the north shore of the harbour, where, however, more tide was running against them.

The Championship class were all present at the start, and *Elspeth* quickly showed to the front, but at Blackhead's Pier she was passed by the *Vernon* and *Dione*. From this point the *Dione*, with her beautiful new Laphorne sail, perfectly stretched, and with every inch of it doing good work to windward, rapidly clewed away from the other boats and won easily. Only half of the *Aileen*'s sail seemed to be drawing in working to windward, and she did not go well in consequence. Times at finish:

Yacht.	H. M. S.
<i>Dione</i>	4 47 20
<i>Vernon</i>	3 50 15
<i>Elspeth</i>	4 1 30
<i>Aileen</i>	4 11 30

HANDICAP CLASS.

In this race neither the *Aileen* nor the *Iris* were in their usual form, the former probably because her new sail is not sufficiently stretched for working to windward. The *Payne* also was sometimes overpowered by the strong puffs and did not sail so well as usual.

The *Chanticleer* and *Doreen* were well handled and crossed the line well ahead of the rest of the fleet.

The times at the finish were as follows:

Actual	Corrected
Yacht	H. M. S. H. M. S.
<i>Chanticleer</i>	4 45 30 4 35 28 (1)
<i>Doreen</i>	4 58 40 4 49 19 (2)
<i>Aileen</i>	5 1 30 4 1 30 (5)
<i>Payne</i>	5 5 7 4 49 39 (3)
<i>Iris</i>	5 7 20 4 0 3 (4)
<i>Gloria</i>	gave up

ONE-DESIGN CLASS.

In the one-design class *Mia* got the best of the start, closely followed by *Kathleen* and *Colleen*. *Bonito* chose the shore end of the line, and was consequently put about almost at once; but shortly afterwards, by keeping more out into the tide, she found a better wind and crossed the other three boats somewhat easily. *Colleen* kept over towards the Hongkong shore and put herself out of the race by so doing. *Kathleen* kept up close to *Chamal Rock*, with *Mia* and *Bonito* little leeward of her, and was consequently more favoured by the freeing puffs coming over the gaps in the hills. She rounded the Beacon about a minute ahead of *Mia*, who had caught and passed *Bonito*. There was no change on the run down to Cast Rock; but *Kathleen* gathing rather wide round the buoy let *Mia* in to windward of her. *Mia* at first increased her lead, but was caught again soon after passing *Chamal Rock*. *Kathleen* was again well served by the wind, and rounded the Beacon about half a minute ahead of *Mia*, *Bonito* and *Colleen* being some minutes behind. The order remained the same to the finish, *Mia* decreasing *Kathleen*'s lead slightly in the run home. The times of finishing were:

Yacht	H. M. S.
<i>Kathleen</i>	4 16 45
<i>Mia</i>	4 17 25
<i>Bonito</i>	4 28 10
<i>Colleen</i>	4 29 30

POLICE COURT.

Monday, 5th December.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

DISORDERLY SAILORS.

Two bluejackets from H.M.S. *Leviathan* were charged with fighting in the public street, and one of them with also assaulting an Indian constable who tried to separate them: The one was fined \$5 and the other \$15.

HOUSEBREAKING.

A man was charged on two counts of house-breaking and one of burglary. He was sentenced to two terms of six months' imprisonment, and one of three months' imprisonment, with six hours' stocks attached to each term.

CUTTING AND WOUNDING.

Two Chinese rice-pounders had a dispute, and one of them drew a knife on the other. The latter warded off the blow with his arm, which was badly cut in consequence. The culprit was sentenced to six weeks' hard labour.

SWEDEN IN TROUBLE.

A Swede named Carlton was fined \$3 and ordered to pay \$2 compensation for damaging a ricksha.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

SKELETON KEYS.

A Chinaman was arrested on suspicion in the early hours of the morning at Jervois Street. Skeleton keys were found in his possession. The man pleaded that he was a locksmith, and when he was arrested was on his way to see a friend. He was sentenced to 28 days' hard labour and six hours' stocks—and also recommended for banishment.

ALLEGED ARMED ROBBERY.

Three men were charged with committing an armed robbery, together with others not in custody, on the 27th ult. It was said that they boarded Admiralty Extension Works Lighter No. 13 at Matsukok, and, being armed with knives and other offensive weapons, robbed \$10 from the person of a woman. There was also another charge of attempted armed robbery against them. The case was remanded.

SUPREME COURT.

Monday, 5th December.

IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR MR. T. SERCOMBE SMITH (Puisne Judge.)

HONGKONG BUTCHERY CO. P. H. HOWARTH.

In this action the plaintiff firm claimed \$92.47 and costs on account of provisions supplied through a pass-book in the name of the defendant, a storeskeeper in the employ of the C.P.R.C.

Mr. E. J. Grist appeared for the plaintiff firm; Mr. J. Hays for the defendant.

Sin Ping Un, a clerk in the employ of the plaintiff firm, said he knew the defendant, who first came to see them on the 12th or 13th August. Defendant gave him his signature (produced) and witness issued a pass-book. On this pass-book goods were supplied during August and September. Then the defendant's orders ceased for a little while. Later, the defendant, through his boy, applied for another pass-book. This was given—that was on the 29th or 30th October. Goods were supplied to that boy, the same boy, on that pass-book to the value of \$92.47.

Cross-examined.—The two months' provisions paid for commenced on the 14th August till the middle of October. The accounts were rendered at the end of each month for the whole amount in the pass-book.

Mr. Hays produced a bill paid, dated the 30th September.

His Honour thought the figures looked as if they had been altered from the 10th to the 30th.

Mr. Grist said there was a mistake in the writ; the goods were supplied during November and December.

Mr. Hays having no objection, the writ was amended accordingly.

Continuing (cross-examination), witness said that it was not on the 23rd November that the boy brought him that chit produced; it was previous. Witness had threatened to sue the defendant before that.

It is reported that the Procurator of Tokyo Chiho Saibansho, will order persons attempting to pervert the Imperial Rescript to be prosecuted for ridiculing or ignoring the Imperial authority.—*Kobe Chronicle*.

By the Court.—The supplies were stopped during an interval of six weeks between the time of issuing the first and second pass-books. He did not ask the boy why he did not go during that period. The boy brought the signed paper without being asked for it. For the firm the signature produced was sufficient; they gave supplies during November and December. It was about the 9th December that the supplies were stopped. Defendant was asked for the money, and he told the shroff to wait till his boy returned from the country.

His Honour—You ought to have brought this action a long time ago.

The proprietor of the Hongkong Butchery Co. gave corroborative evidence. Defendant had denied getting so much provisions, and said they must have been on the "boy's" account. Plaintiff went away in June and did not return for several months.

Cross-examined, plaintiff said he did not commence the proceedings before June because defendant spoke in "that way"; sometimes accounts were allowed to stand over. The account was larger than previously; the boy had said there were two or three more men missing.

The defendant denied that he authorised his boy to get goods from the plaintiff firm after September. The chit produced was in his writing, but, as a matter of fact, he had left it there on the previous month—it was a lie that his boy had brought it.

His Honour in summing up said that the defendant should have given the plaintiff firm written notice when he wished to discontinue; during the interval of six weeks he might have been away at Amoy, or sick, or anything. It was quite clear that the defendant employed the boy to go to the shop and buy goods, and there was no evidence whatever that this authority had been taken away from the boy. He gave judgment for the plaintiff firm with costs.

CHAN HU V. BESSIE BADCLIFFE.

The plaintiff claimed \$146 on account of goods sold and delivered.

Mr. O. D. Thomson appeared for the plaintiff.

Mr. Hays said that they would consent to judgment for \$144.50.

The plaintiff agreed to this, and judgment was accordingly given, execution being stayed till Thursday next.

IRRIGATION FOR SIAM.

Mr. Consul Beckett's report from Bangkok contains, says *Commercial Intelligence*, an account of an extremely interesting project on the question of the irrigation works which should be undertaken by the Siamese Government. It is by the Director of the Irrigation Department, an officer of the Government of Netherlands India, whose services have been temporarily placed at the disposal of the Siamese Government. He recommends a scheme for irrigation and drainage embracing (1) the improvement of the "klongs," or canals of different sizes already existing in most parts of the Lower Menam Valley, and (2) the construction of a supply system consisting of a great weir across the Menam River at Chaihat and of three main canals—one on the right bank, one on the left—and a canal called the "Supan Main Canal" reaching from the weir on the Menam to the mouth of the Meklong River, with head sluices, distributary works, and navigation locks, and of a system of distributary canals with proper arrangements for water supply and navigation. Various difficulties present themselves to the execution of such a scheme, but there seems to be no doubt that much may be done for the country by irrigation.

In the meantime minor works are being carried out in the immediate vicinity of Bangkok, such as the draining of the site of the silk culture establishment in order to prevent the mulberry trees being damaged by too much water, with which is connected the draining of the adjoining marsh for the new site of the royal educational establishment known as King's College.

SOCIALISM IN JAPAN.

CONTRABAND OF WAR.

LETTER FROM LORD LANSDOWNE.

The London Chamber of Commerce has received the following communication from Lord Lansdowne, arising out of the Deputation from the London Chamber of Commerce to the Prime Minister, on August 25, and further correspondence on the subject of contraband of war:

Foreign Office, November 2, 1904.

Six—I have laid before the Marquess of Lansdowne your letter of the 18th ultimo, in which you inquire whether there are any fresh developments in the attitude adopted by the Russian Government in regard to contraband of war, and, in reply, I am directed by his Lordship to communicate to you, for the information of the London Chamber of Commerce, the following statement:

On Fe. 28 last an Imperial Order was issued, containing Rules which it was stated that the Russian Government would enforce during the War with Japan. A translation of this Order was published, as your Chamber is no doubt aware, in the *London Gazette* of March 11 last. An extract from the *Gazette* is enclosed, for convenience of reference, in this letter, and it is, therefore, unnecessary to recapitulate the provisions of the Order. The more important of them are contained in Articles Nos. 6 and 7.

On March 18 the Russian Government published instructions to the Commanders of their warships, from which it appeared that additions had been made to paragraph 10 of Article 6, so as to include, under the head of provisions, forage, all kinds of grain, fish, fish products, tapers, bean oil, and oil cakes, and to the list of remaining articles for use in war were added machinery and parts thereof intended for the manufacture of cannons, small arms, and projectiles. A notice to this effect was published in the *London Gazette* of March 22, of which a copy is enclosed.

On May 9 following, his Majesty's *Charge d'Affaires* at St. Petersburg reported by telegraph that cotton had been added to the list of articles to be contraband. As this was the first occasion, so far as Lord Lansdowne was aware, that the article had been so described, inquiries were at once instituted at St. Petersburg, as a result of which it transpired that the declaration applied only to raw cotton "suitable for the manufacture of explosives," and not to cotton yarns or tissues. Notices relating to this Order were duly published in the *London Gazette* of May 10 and 31st last (see copies enclosed).

Now, although a very large majority of the articles enumerated in the ten paragraphs of Rule 6 are unquestionably such as would be generally admitted to have an absolutely contraband character, the list included other articles, notably coal, naphtha, alcohol, rice provisions, horses and beasts of burden, which are susceptible of use for peaceful as well as warlike purposes, and cotton falls under the same category. Inquiries were, therefore, at once instituted at St. Petersburg, in order to ascertain whether the Order implied that these articles were all regarded as unconditionally contraband.

The Russian Government replied that this was the case, and his Majesty's Government therupon expressed their great surprise and concern at this announcement. They did not contest that, in particular circumstances, provisions might acquire a contraband character, as, for instance, if they should be consigned direct to the Army or Fleet of a belligerent, or to a port where such Fleets might be lying, or if facts should exist which raised the presumption that they were to be employed in victimizing the Fleet of the enemy. In such cases, it was not denied that the belligerent would be entitled to seize provisions as contraband, on the ground that they would afford material assistance to the enemy.

It has been again and again suggested that more favourable treatment has been extended by the Russian authorities to German vessels than has been accorded to British ships, but, so far as his Majesty's Government have been able to ascertain after careful inquiry, this suggestion is not supported by any satisfactory evidence.

His Majesty's Government fully recognize the importance of the point, for there seems to be some reason to apprehend that the merchants of Japan or of countries having commercial relations with Japan, on finding that their goods are conveyed as *safe-carry* only by foreign vessels, may continue to give their custom to foreign firms, and that permanent injury may be thus occasioned to the British carrying trade in the Far East.

His Majesty's Government have been frequently approached by persons interested in the commerce of the Far East with requests for information whether cargoes of a particular description can be regarded as entitled to immunity from seizure by belligerent vessels. His Majesty's Government would have been glad, if possible, to furnish the desired information. So long, however, as the accepted principles of International Law recognize that those articles which are, in consequence of their nature, absolutely contraband of war and those which can in no circumstances be regarded as of anything but an innocent character, there lies an intermediate class of articles which may be properly treated as contraband, or as innocent, according as they are or are not found to be destined for warlike purposes, it is obviously not in the power of any Government to take upon itself to determine beforehand whether articles falling within that intermediate class can safely be carried by a neutral vessel.

I am to express Lord Lansdowne's hope that the particulars furnished in this letter may be of use to your Chamber.

I am, Sir, your most obedient, humble servant,

(Signed) F. A. CAMPBELL.

XMAS CARDS.

LONG HING & CO.

PHOTO GOODS STORE.

17, QUEEN'S ROAD.

(SAME PREMISES AS MESSRS. AH CHEE.)

Hongkong, 28th November, 1904.

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BURGUNDIES

DURING the Change of Seasons FULL-BODIED, STRENGTHENING WINES are needed.

NUITS	1 doz. Bottles.	2 doz. Bottles.
MACON	\$16.00	\$19.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until so informed.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Liberia.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENT

SPECIAL EXCURSIONS TO MACAO.

DECEMBER 9TH, 10TH AND 11TH, 1904.

THE Splendid Steamer "YING KING," 1,088 Tons, Captain E. J. Page, will run Three Special Excursions to Macao as under:

FRIDAY, DECEMBER 9TH.—Leaving Hongkong 8.00 A.M. Returning from Macao 2 P.M.

SATURDAY, DECEMBER 10TH.—Leaving Hongkong 3.00 P.M. Returning from Macao 9 P.M.

SUNDAY, DECEMBER 11TH.—Leaving Hongkong 8.30 A.M. Returning from Macao 10 P.M.

FARES:

Saloon, Captain's Cabin \$2, with Cabin \$3.
Return, 5.
Second Class, 50 cents each way.
Meals can be obtained on board at \$1 each.
Wines and Spirits of the very best brands only supplied.

YUK ON S.S. CO., LTD.
216, Wing Lok Street.
Hongkong, 6th December, 1904. [2837]

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship "

"HALLOONG,"

Captain Passmore, will be despatched for the above ports TO-DAY, the 6th inst., at 10 A.M. For Freight or Passage, apply to

DOUGLAS LAPRAK & CO.,
General Managers.
Hongkong, 5th December, 1904. [2828]

FOR SHANGHAI.

(Taking Cargo at through rates to TSINGTAU and CHEMULPO.)

THE Steamship

"LYEEMOON,"

Captain Th. Lehmann, will be despatched for the above ports on THURSDAY, the 8th inst., at 8 P.M.

This Steamer has superior accommodation for First and Second class passengers.

For Freight or Passage, apply to

SIESENSEN & CO.,
Agents.
Hongkong, 6th December, 1904. [2838]

THURSDAY, FRIDAY AND SATURDAY,
THE 8TH, 9TH AND 10TH DECEMBER, 1904.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong on THURSDAY and FRIDAY, the 8th and 9th December, at 1.30 P.M. and on SATURDAY, the 10th December, at 1 P.M. on board the Flagships "KWONG TUNG" and "KWONG CHOW."

The Ladies' Prize will be presented by Miss Barnes Lawrence immediately after the race on SATURDAY, the 10th inst., at 4 P.M.

Through the Courtesy of Mr. DIXON, the Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., a Launch will leave Blaikie Pier on THURSDAY and FRIDAY, at 1 P.M. and on SATURDAY, at 12.30 P.M., to convey visitors on board the Flagship, and will make a second trip on each day at 2 P.M. It will leave the Flagship 10 minutes after the last race on each day.

By kind permission of Lt.-Col. W. S. BIRDWOOD and Officers, the Band of the 116th Mahratta Light Infantry will perform each day.

The Secretary's Launch will leave Blaikie Pier each day at 12.30 P.M. sharp to convey rowing members to the Flagship.

Admission to the Flagship (Gentlemen) \$1.00 each day.

Tickets for Admission may be obtained from the undersigned or on board.

HAROLD C. AUSTEN,
Hon. Secretary, V.R.C.
Hongkong, 6th December, 1904. [2834]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company will be held at the COMPANY'S OFFICES, St. George's Building, Praya Central, Victoria, Hongkong, on WEDNESDAY, 14th day of December, 1904, at 11 A.M. when the abridged Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 26th November, 1904, will be submitted for confirmation as special Resolutions.

1. That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each), by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the Shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$10 for each and every single share of such 50,000 new shares for every Two Old Shares in the Company, held by the respective shareholders thereof, the amount payable on each of such New Shares respectively (including the said premium of \$10 per share) to be paid as to one equal if part thereof on the 31st day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th June, 1905.

And that failing such allotment as aforesaid the said new shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

And that for the purpose of facilitating the carrying into effect of the above Resolution the Transfer and other Books of the Company be closed for the space of seven days as on and from the 1st day of March, 1905.

Dated this 6th day of December, 1904.

SHEWAN, TOMES & CO.,
General Managers. [2835]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

on

THURSDAY,
the 8th DECEMBER, 1904, at 2.30 P.M., at his
SALES ROOMS, Queen's Road.

FANCY GOODS, TOYS, BOOTS,
SHOES, HATS, PIPES, CIGARETTE
HOLDER, RAZORS, IRON CUELLERS,
STROPS, &c., &c.

An Assortment of XMAS CAKES and
SWEETS.

SUNDAY BOOKS IN LOTS;
FURNITURE, SHOW CASES, BAR-
BER'S CHAIR, MIRRORS, DESKS, &c.
TERMS OF SALE.—As customary.

V. I. REMEDIOS,
Auctioneer.
Hongkong, 6th December, 1904. [2836]

BOARD AND RESIDENCE

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—**M**ANAGERESS,
Macdonnell Road

or

FAIRALL & CO., Queen's Road

Hongkong, 2nd March, 1904. [271]

BOARD AND RESIDENCE.

MRS. GILLANDER'S

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904. [2265]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1904. [2822]

BOARD AND RESIDENCE.

DAVID CORSAR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

CANVAS

ELLIANCE CROWN

TAPEPAULING

ARNHOLD, KARBERG & CO.

Sale Agents.

ENTERTAINMENTS

HARMSTON'S CIRCUS

AND ROYAL MENAGERIE

OF PERFORMING WILD ANIMALS.

LOCATION: CAUSEWAY BAY, NEAR

POLO GROUND.

LAST FIVE NIGHTS!

LAST FIVE NIGHTS!

OF THIS GREAT SHOW IN

HONGKONG.

TO-NIGHT! TO-NIGHT!

MORE CHANGES. MORE CHANGES.

TO-NIGHT! TO-NIGHT!

First Production of the Historical Event

"DICK TURPIN'S RIDE TO YORK"

or

"THE LIFE AND DEATH OF BONNY

'BLACK BESS.'

NEXT MATINEE

TO-MORROW (WEDNESDAY) AFTER

NOON, 7th DECEMBER.

Doors Open 3 o'clock. Commence 4 o'clock.

Children Half Price to Matinee only.

PRICES OF ADMISSION:

\$3, \$2, \$1, and 50 cents (for Chinese Only).

FRIDAY NIGHT, 9th DECEMBER.

GRAND BOXING CARNIVAL IN

CONJUNCTION WITH THE

CIRCUS PERFORMANCE,

Consisting of an

8 ROUND CONTEST.

Young Cohen v. J. Maryatt.

Club Swinging Ball Punching

10 ROUND CONTEST.

Jack McAliffe v. Bert Delaney.

Priests for this Night only will be Box Seats

\$5, First Chairs \$3, Second Chairs \$2, Stalls \$1,

Gallery (Chinese only) 50 cents.

N.B.—The Electric Tramway Co. will run

special Cars before and after the Performances.

Booking Office for Box Seats and Dress

Circles at the ROBINSON PIANO CO.

MADAME HARMSTON-LOVE,

Proprietress.

ROBERT LOVE, Manager.

E. ALTON & A. LEONARD, Agents.

Hongkong, 6th December, 1904. [2828]

THEATRE ROYAL.

POSITIVELY THE LAST

PERFORMANCE.

THE COMEDY-OPERA

"DOROTHY"

will be produced on

SATURDAY, 10TH DECEMBER, 1904.

Doors Open at 8.30 P.M., Curtain Rises at

9 P.M.

The Booking Office at the ROBINSON PIANO

Co. will be open to GUARANTORS ONLY,

MONDAY, 5th December, and to the

General Public on and after 6th December

between the hours of 9 A.M. and 4.30 P.M. each

day.

Late Trams quarter-of-an-hour after fall of

Curtain.

Refreshment Bar in the "Stockbroker's

Rooms" near the Dress Circle, for the con-

venience of Seat-holders in the Dress Circle

and Stalls.

The Pit Refreshment Bar is near the Pit

Entrance.

Refreshments supplied by the Hongkong

Hotel.

<p

**GREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
HONGKONG.**

SCHWEPPES SODA WATER (Bombay Bottles)	\$3.00 per Dozen
SCHWEPPES TONIC (Ordinary Bottles)	\$3.00 per Dozen
SCHWEPPES STONE GINGER ALE (Stone Bottles)	\$3.60 per Dozen

N.B.—We have been appointed Sole Agents for China for Messrs. Schweppes's Aerated Water, and we have made arrangements to have fresh consignments shipped to us by every mail boat.

2735-5

TO LET**TO LET**

N.O. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 28th March, 1904.

TO LET.

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, 21st June, 1904. [2350]

TO LET.

ONE LARGE GODOWN, No. 112A, Praya East. Possession from 1st January, 1905.
Apply to—
D. DORABEE, King Edward Hotel.
Hongkong, 25th December, 1904. [2751]

TO LET.

TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY, A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.

A EUROPEAN HOUSE, No. 158, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.
Apply to—
JARDINE, MATHESON & CO., Hongkong, 8th August, 1904. [1177]

TO LET.

3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG, 55, Queen's Road Central.
Hongkong, 3rd June, 1904. [2782]

TO LET.

THE WHOLE OF THE SECOND FLOOR of No. 24, QUEEN'S ROAD CENTRAL (opposite the General Post Office). Rooms are light, spacious and well ventilated, 13 in number, beside Kitchen, Pantry, Bathrooms, and Servants' Quarters, &c., at a very moderate rent. Immediate Possession.
Apply to—
WONG CHU SANG, Care of Yee Sang Fat & Co., 34, Queen's Road Central.
Hongkong, 17th November, 1904. [2700]

TO LET.

N. 1, RIPPON TERRACE. A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.
FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS; PRAYA EAST.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 29th June, 1904. [175]

TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD. Nos. 74, CAINE ROAD. GODOWNS Nos. 34a, 34b, 34c, Praya East. Possession from 1st January, 1905.
Apply to—
COMPRODORAE'S DEPARTMENT, Nippon Yusen Kaisha.
Hongkong, 1st December, 1904. [430]

TO LET.

BANGOUR (PEAK). EYRIE Unfurnished, to Let in about 2 months. Newly repaired, Painted and Coloured-washed.
No. 14, BELLIOS TERRACE.
BELLIOS TERRACE, Nos. 11 & 13.
BEACONSFIELD ARCADE, No. 14, 1st Floor.
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms low rental.
CHURCH MISSIONARY SOCIETY'S BUNGALOW at PEAK (Furnished), for 5 months from 1st January.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 1st December, 1904. [2363]

TO LET.

A T East Point, a NEW BRICK-BUILT TWO STORED GODOWN with Water Frontage.
Apply to—
JARDINE, MATHESON & CO.
Hongkong, 26th November, 1904. [2762]

HONGKONG GENERAL CHAMBER OF COMMERCE

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce held in the Chamber, St. George's Building, on Tuesday, 8th November, there were present—Mr. E. A. Hewett (Chairman), Hon. W. J. Grosson, Messrs. A. Haupt, N. A. Siebs, J. R. M. Smith, H. E. Tomkins, R. Claterton Wilcox, Hon. R. Shewan (ex officio) and A. E. Lowe (Secretary).

MINUTES.

The minutes of the monthly meeting held on 5th ultimo were read and confirmed.

NEW MEMBER.

The Secretary reported that since the last meeting Messrs. Jorge and Company had been elected to membership subject to the usual confirmation at the annual general meeting.

QUARANTINE.

It was reported that the Hon. Colonial Secretary had kindly placed at the disposal of the Chamber copies of telegrams received from H.B.M. Consul-General, Shanghai, and the Secretary to the Government of India, advising the withdrawal of quarantine restrictions against Hongkong on the 17th and 30th September respectively.

WEIGHTS AND MEASURES (METRIC SYSTEM).

Correspondence was read from the Decimal Association explaining the progress made in the Home Parliament with regard to the Weights and Measures Bill, and asking for monetary assistance. It was decided, as the Chamber had supported the introduction of such a system for the Empire in 1902, to send a donation of £10 to the Association's Parliamentary Campaign Fund.

ZONE TIME.

Further correspondence with the Government regarding the introduction of zone time in the Colony was passed, all of which had previously been sent to the local press for information of the public.

PARIS SANITARY CONVENTION.

The replies from the shipping firms and agencies to the Chamber's letter drawing their attention to the terms of the Paris Sanitary Convention were laid on the table, and after some discussion it was decided to communicate with the authorities at the various adjacent ports to see whether they would be willing to reciprocate with similar sanitary measures against shipping if Hongkong became a party to the Convention.

REGISTRATION OF CHINESE PARTNERSHIPS.

This question was again adjourned, as the reply from the Singapore Chamber regarding the position of this question in the Straits Settlements was not to hand.

IMBECILE BILL.

Correspondence with the Government relating to the Imbecile Ordinance Amendment Bill and the discussion was adjourned to the December meeting.

THE NORTH SEA OUTRAGE.

THE RUSSIAN ADMIRAL'S REPORTS. The Russian Naval General Staff at St. Petersburg last month published the two following telegrams from the Admiral commanding the Second Squadron of the Pacific Fleet, Aide-de-Camp-General De Rothestvensky:

"1st. The incident of the North Sea was provoked by two torpedo-boats which, without showing any lights, under cover of darkness, advanced to attack the vessel steaming at the head of the detachment. When the detachment began to sweep the sea with its searchlights and opened fire the prey was also discovered of several small steam vessels, resembling small steam fishing-boats. The detachment endeavoured to spare these boats, and cease fire as soon as the torpedo-boats were out of sight. The English Press is horrified at the idea that the torpedo-boats of the squadron left by the detachment until morning on the scene of the occurrence did not render assistance to the victims. Now, there was not a single torpedo-boat with the detachment, and none were lost on the scene of the occurrence. In consequence it was one of the two torpedo-boats which was not sunk, but which was only damaged, which remained until the morning near the small steam craft. The detachment did not assist the small steam craft because it suspected them of complicity, in view of their obstinate persistence in cutting the line of advance of the warships. Several of them did not show any lights at all. The others showed them very late."

Second telegram:—"Having met several hundreds of fishing-boats, the squadron showed them every con-

sideration, except where they were in company of the foreign torpedo-boats, one of which disappeared, while the other, according to the evidence of the fishermen themselves, remained among them until the morning. They believed her to be a Russian vessel, and were indignant that she did not come to the assistance of the victims. She was, however, a foreigner, and remained until the morning, looking for the other torpedo-boat, her companion, either with the object of repairing her damage or from fear of betraying herself to those who were not accomplices, if there were also on the scene of the occurrence fishermen imprudently involved in this enterprise. I beg, in the name of the whole fleet, to express our sincere regret for the unfortunate victims of circumstances, in which no warship could, even in time of profound peace, have acted otherwise."

A POSSIBLE EXPLANATION.

A London paper received by the latest mail contains the following:—A theory of the North Sea outrage is now beginning to prevail in British naval circles, the acceptance of which would tend to clear up many points of difference.

The main difficulty from the first has been to discover how Admiral Rozhestvensky arrived at the conclusion that there were two foreign torpedo-boats among the Hull trawlers, and whence he derived the impression. It seems that the Russian fleet, when nearing the fishing fleet, was proceeding in somewhat loose formation, and the admiral accordingly signalled to his vessels "Column of Division line ahead," or, in other words, to form two parallel lines. Quite lately new signals have been adopted in the Russian Navy, and this may account for much that happened. In the British Navy, when a new signal is introduced, it is practised and re-practised for weeks at a time until the new has assumed the familiarity of the old. With the Baltic Fleet, newly formed as it was, a new signal may easily have been misunderstood, and the belief obtains that the two rearmost vessels of the port line of ships, misreading a signal, crossed over, and got on the starboard side of the starboard line. Moving quickly they excited alarm, and so attracted the fire of their own consorts. Then, perceiving their mistake, the two errant vessels, it is thought, hastened to go back to their proper stations, occasioning the impression that they were fleeing backwards and forwards and strengthening the belief that they were hostile ships. Probably this proceeding may not have been reported to the Russian admiral in the first instance. Investigation is bringing the facts to light, and there is, indeed, some authority for the belief that the Russians themselves will in the end accept the explanation suggested above.

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.

TRADE MARK.



KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50
THABIT,
Large Size \$3.00 per 100
Medium Size \$2.75 per 100

SOLE AGENTS FOR HONGKONG:
KRUSE & CO., CONNAUGHT HOUSE.

INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904.

MANULIN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against FIRE at current rates.

REUTER, BROCKELMANN & CO.

Hongkong, 21st April, 1897.

NORTHERN ASSURANCE CO. FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE INSURANCE. Prospects on application.

TURNER & CO.

Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1903 \$16,898,650.

I. AUTHORIZED CAPITAL.....\$25,000,000
SUBSCRIBED CAPITAL.....2,750,000
PAID-UP CAPITAL.....637,000 0 0

II. FIRE FUNDS.....3,955,951 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, 18th June, 1904.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong 28th April, 1904.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 15th November, 1904.

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN.

37, DES VIEUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904.

[216]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. REYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903.

2578

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULZEE'S, AMBERITE

AND KYNOCK'S SPORTING

CARTRIDGES 8, 10, 12, 16, and 20 BORE,

AND NEWCASTLE CHILLED SHOT in

all Sizes, Nos. 10 to 555G. AIR GUNS and

AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong 28th November, 1902.

245

THE HONGKONG IRON COMPANY, LTD.

<div data-b

SHIPPING.

ARRIVALS.

ARAGONIA, German str., 3,120, Schmidt, 4th December.—Portland 29th Oct., General. — East Asiatic Trading Co.
BALTIMORE, U.S. cruiser, 5,000, Sargent, 4th December.—Manila 1st December.
BANCA, British str., 3,794, J. B. Ferguson, 4th December.—Moy 30th November, General. — P. & O. S. N. Co.
BOERNIE, German str., 1,344, E. Muble, 5th December.—Sandakan 29th Nov., Timber and General—Melchers & Co.
HANOI, French str., 739, P. Merleau, 5th Dec., Haiphong and Hoikow 3rd December, General. — J. R. Martyn.
KUINKANG, British str., 1,223, Harris, 5th Dec., Wuhan and Chinkiang 30th Nov., General—Butterfield & Swire.
KWELIN, British str., 1,304, McKenzie, 5th December.—Canton 4th December, General. — Butterfield & Swire.
TAIWAN, British str., 1,119, Harder, 5th Dec., Canton 4th December, General. — Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE,
5th December.
Carl Dieleman, German str., for Haiphong.
Else, German str., for Hoihow.
Kentuck, British str., for Shanghai.
Kuinkang, British str., for Canton.
Kweldale, British str., for Newcastle.
Triton, German str., for Saigon.
Tungshing, British str., for Canton.

DEPARTURES.

4th December.
APENBADE, German str., for Haiphong.
5th December.
BANCA, British str., for London.
DUNDAS, British str., for Amoy.
VESSELS IN DOCK,
5th December.

ABERDEEN DOCKS.—Elia.
KOWLOON DOCKS.—U.S.S. Fathomer, Agent, Empress of Japan, Huie, Indrauelli, Vigilant, H.M.S. Alert.
COSMOPOLITAN DOCK.—Hankow.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 6th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASOON & CO., LTD., Agents.
Hongkong, 1st December, 1904. [2792]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIODO
AND YOKOHAMA.

THE Imperial German Mail Steamship
"SEYDLITZ,"

Captain C. Dewers, due here with the outward German Mail about THURSDAY, A.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD,
For Further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, 5th December, 1904. [5]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.
JAPAN—CHINA—AUSTRALIA.

FOR BRISBANE AND SYDNEY,
VIA NEW GUINEA.

THE Steamship
"PRINZ SIGISMUND,"

Captain D. Lanz, will be ready to load for the above places on THURSDAY, the 8th December.

NORDDEUTSCHER LLOYD,
MELCHERS & CO., Agents.

Hongkong, 23rd November 1904. [2734]

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SOUD, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AEOLIAN, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI,"

Captain Belisito, will be despatched as above on TUESDAY, the 13th inst., at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.

Hongkong, 1st December, 1904. [4]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"NUBIA,"

Captain F. N. Tillard, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 17th December, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Moldavia," 3500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 29th January, 1905.

Packets will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 5th December, 1904. [1]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island, Vessel anchoring nearest Kowloon are marked K, nearest Hongkong II, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VEHICLE'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	C. F. Lockstone, E.N.E.	P. & O. S. N. Co.	About 8th inst.
LONDON, &c., VIA PORTS OF CAL...	NUBIA	Brit. str.	1 m.	F. N. Tillard	P. & O. S. N. Co.	On 17th inst., at Noon.
AMSTERDAM, LONDON & ANTWERP...	TELEMACHUS	Brit. str.	1 m.	Young	BUTTERFIELD & SWIRE	To-day.
AMSTERDAM, LONDON & ANTWERP...	DIOMED	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
AMSTERDAM, LONDON & ANTWERP...	DEUCALION	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 3rd Jan.
AMSTERDAM, LONDON & ANTWERP...	HYSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 17th Jan.
AMSTERDAM, LONDON & ANTWERP...	PIRAM	Brit. str.	1 m.	Girard	BUTTERFIELD & SWIRE	On 31st Jan.
MARSEILLES, &c., VIA PORTS OF CAL...	TOURANE	Fren.str.	—		MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
BREMEN, VIA PORTS OF CAL...	PREUSSEN	Ger. str.	—	R. Dahl	MELCHERS & CO.	To-morrow, at Noon.
HAVRE, BREMEN & HAMBURG	SENEGAMBIA	Ger. str.	k. w.		SANDER, WIELER & CO.	On 19th inst.
HAVRE & HAMBURG	ARMENIA	Ger. str.	k. w.	Forst	HAMBURG-AMERIKA LINIE	On 1st Jan.
HAVRE & HAMBURG	C. F. FEED. LAEISZ	Ger. str.	k. w.	von Hoff	HAMBURG-AMERIKA LINIE	On 24th Jan.
HAVRE & HAMBURG	SITHONIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 7th Feb.
HAVRE & HAMBURG	ARCADIA	Ger. str.	k. w.	Ehlers	HAMBURG-AMERIKA LINIE	On 21st Feb.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 7th Mar.
HAVRE & HAMBURG	SAMBIA	Ger. str.	k. w.	Damianovich	HAMBURG-AMERIKA LINIE	On 21st Mar.
HAVRE & HAMBURG	SCANDIA	Ger. str.	k. w.	J. Riley	SANDER, WIELER & CO.	On 29th inst., P.M.
TRISTE, &c., VIA SINGAPORE, &c.	GISELA	Aus. str.	—		BUTTERFIELD & SWIRE	On 22nd inst.
GENOA, MARSEILLES, HAVER & LIVERPOOL	NINGCHOW	Brit. str.	1 m.	Andrain	STANDARD OIL CO.	On 20th Jan.
NEW YORK, VIA PORTS & SUEZ CANAL	HECTOR	Brit. str.	—		DODWELL & CO., LTD.	On 8th inst.
NEW YORK VIA SUEZ CANAL	ST. HUGO	Brit. str.	—			About 6th inst.
VANCOUVER, VIA SHANGHAI, &c.	CLAVERDALE	Brit. str.	2 m.			About 30th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.			About 1st inst.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	PELEUS	Brit. str.	1 m.			On 14th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	PLEIADES	Brit. str.	—			On 28th inst.
FORTLAND, OREGON	ARAGONIA	Brit. str.	1 m.			On 29th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—			On 22nd inst.
BRISBANE & SYDNEY VIA NEW GUINEA	EASTERN	Brit. str.	—			On 17th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PRINZ SIGISMUND	Ger. str.	—			On 9th inst.
KOBE	PALAWAN	Brit. str.	—			On 11th inst.
KOBE	KANSU	Brit. str.	1 m.			On 8th inst.
KOBE & YOKOHAMA	CHINTGU	Brit. str.	—			To-morrow.
SHANGHAI, NAGASAKI, HIODO & YOKOHAMA	LONGSHIPS	Brit. str.	—			On 14th inst., at 4 P.M.
SHANGHAI	SEYDLITZ	Ger. str.	1 m.			Quick despatch.
NINGPO & SHANGHAI	TAIWAN	Brit. str.	—			To-day, at 4 P.M.
FOOCHOW, VIA SWATOW & AMOY	LYEEMOON	Ger. str.	1 m.			On 8th inst., at 3 P.M.
TAMSUI, VIA SWATOW & AMOY	KIUKIANG	Brit. str.	—			On 9th inst.
ANPING, VIA SWATOW & AMOY	TRIUMPH	Brit. str.	—			On 10th inst.
MANILA	M. STRUYE	Jap. str.	—			On 11th inst.
MANILA	FEVIDJOFF	Jap. str.	—			On 12th inst.
MANILA	PROVIDENCE	Jap. str.	—			On 13th inst.
MANILA	HAILOONG	Jap. str.	2 h.			On 14th inst.
MANILA	TAMUNG	Brit. str.	1 m.			On 15th inst.
MANILA	YUENSANG	Brit. str.	—			On 16th inst.
MANILA & H. N. G. L. U. L.	TEXAN	Brit. str.	—			On 17th inst.
MANILA	ZAFIRO	Brit. str.	—			On 18th inst.
MANILA	RUBI	Brit. str.	—			On 19th inst.
MANILA	TREMONT	Brit. str.	1 m.			On 20th inst.
CEBU & ILOILO	CEBU	Brit. str.	—			On 21st inst.
SINGAPORE, PENANG & CALCUTTA	KAIFIG	Brit. str.	—			On 22nd inst.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—			On 23rd inst.
SINGAPORE VIA SINGAPORE & PENANG	SUISANG	Brit. str.	Ital. str.			On 24th inst.
	CAPEI	—	—			On 25th inst.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Purinton	Saturday, December 17th
TREMONT	9,606	T. W. Garlick	January 10th
LYRA	4,417	G. V. Williams	February 9th
PLEIADES	3,753	F. G. Purinton	March 4th

**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.
OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"MOYUNE"	On 5th December.
GLASGOW and LIVERPOOL...	"HECTOR"	On 14th December.
GLASGOW and LIVERPOOL...	"SOBRALENSE"	On 17th December.
GLASGOW and LIVERPOOL...	"HYSON"	On 20th December.
GLASGOW and LIVERPOOL...	"PELEUS"	On 27th December.

HOMewardS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"TELEMACHUS"	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
* GENOA, M'LLIES, HAVRE and LIVERPOOL	"NINGCHOW"	On 22nd December.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 3rd January.
AMSTERDAM, LONDON and ANTWERP	"HYSON"	On 17th January.
* GENOA, MARSEILLES and LIVERPOOL	"HECTOR"	On 20th January.
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 31st January.

TAKING CARGO FOR Liverpool at London Rates.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"PELEUS"	On 28th December.
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	[10-11]

Hongkong, 28th November, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 6th December.
SHANGHAI	"TAIWAN"	On 6th Dec., 4 P.M.
NINGPO and SHANGHAI	"KWEILIN"	On 7th December.
KOBE	"CHINGTU"	On 7th December.
KOBE	"KANSU"	On 8th December.
SHANGHAI	"KIUKIANG"	On 9th December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 10th December.
CEBU and ILOILO	"KAIFONG"	On 14th December.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—	BUTTERFIELD & SWIRE, AGENTS.	[12]

Hongkong, 26th November, 1904.

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	LEAVING
"TRIUMPH"	WEDNESDAY, 7th Dec., at Daylight.
"M. STRUVE"	SUNDAY, 11th Dec., at Daylight.
"T. BRANDT"	Dec., at Daylight.
"PROVIDENCE"	WEDNESDAY, 14th Dec., at Daylight.
"C. CORNELISEN"	Dec., at Daylight.
"FRITHJOF"	SUNDAY, 18th Dec., at Daylight.
"H. A. HALSDEN"	

T. ARIMA, Manager. [15]

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 10th Dec., 10 A.M.
RUBI	2540	R. W. Almond	Manila.	Sat., 17th Dec., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 25th November, 1904. [16]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL

The following chartered steamers will run at intervals of about 3 weeks:—

SS. "LOTHIAN"	Captain J. C. Williamson.
SS. "SOFALA"	Captain G. A. Shepherd.
SS. "INDRA SHAMA"	Captain R. P. Craven.
SS. "INDRA VELLI"	Captain S. Cullington.
SS. "COURTFIELD"	Captain J. W. Martin.
SS. "SWANLEY"	Captain J. P. Dawson.
SS. "CHANLEY"	Captain W. E. Stole.
SS. "IKBAL"	Captain M. Robertson.
SS. "ASCOT"	Captain C. E. Cox.
SS. "INKUM"	Captain E. S. Pearce.
SS. "SIKH"	Captain J. Rowley.
SS. "SEALDA"	Captain Geo. Brown.

For Freight, apply to

GIBB, LIVINGSTON & CO., AGENTS.

Hongkong, 19th November, 1904. [2030]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons WEDNESDAY, 14th Dec.

R.M.S. "ATHENIAN" ... 3,862 Tons WEDNESDAY, 26th Dec.

R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons WEDNESDAY, 11th Jan.

R.M.S. "TARTAR" ... 4,425 Tons WEDNESDAY, 25th Jan.

R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons WEDNESDAY, 8th Feb.

Hongkong to London, 1st Class via St. Lawrence River via New York £62.

Intermediates on Steamers } and 1st Class Rail } 240. " 242.

" 214. " 216.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent

9, London Street.

FOR KOBE AND YOKOHAMA.

STEAMSHIP "TONKIN"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

ONSIGNMENT of Cargo from London ex.s.s. "Cordovan", from Havre ex.s.s. "Lauve", from Bordeaux ex.s.s. "Ville de Marseille", from Marseilles ex.s.s. "Touraine", in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON, To-DAY, the 29th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 6th December, at NOON, will be subject to rent and landing charges.

All claims must be settled in or before the 6th December, or they will not be recognised.

All damaged packages will be examined on Tuesday, the 6th December, at 3 P.M.

L. BRIDOU,

Acting Agent.

Hongkong, 29th November, 1904. [2822]

EASTERN.

Captain Ellis, will be despatched for the above ports on WEDNESDAY, the 14th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice &c. throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th November, 1904. [2714]

THE Company's Steamship

"KINTUCK,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., To-DAY, the 3rd inst.

Goods not cleared before the 11th inst., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 13th inst., or claim in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 3rd December, 1904. [2823]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BENGAL" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-n

